Statement

Year	Number of Letters of Intent issued	Number of SIA Registrations (Delicenced Industries Registration & Exempted Industries Registration) granted	Foreign collaborations approved with financial participation of the foreign collaborator in the equity of the Indian Joint Venture	
			Number	Amount (Rs. in Crores)
1987	989	1869	242	107.71
1988	1083	1466	282	239.76
1989	1182	2125	194	316.67

हिमाचल प्रदेश में रोहड़ू और चूरगांव में घरेलू गैस की सप्लाई

1531. **श्री अश्विनी कुमार :** क्या पेट्रोलियम और रसायन मंत्री 27 मार्च, 1989 को राज्य सभा में अतारांकित प्रश्न 4963 के दिए गए उत्तर को देखेंगे और यह बताने की कृपा करेंगे कि :

(क) सरकार द्वारा रोहड़ू तहसील में उपभोक्ताओं को घरेलू गैस के सिलेण्डरों की सप्लाई के कार्य हिमाचल प्रदेश राज्य नागरिक आपूर्ति निगम को न दिये जाने के क्या कारण हैं ;

(ख) क्या सरकार को यह जानकारी है कि रोहड़ू सहकारी संघ ने उपभोक्ताओं को सहकारी संघ से ही गैस चूल्हा खरीदना अनिवार्य कर दिया है जिससे कि लोगों को काफी परेशानी हो रही है ; और

(ग) यदि हां, तो सरकार द्वारा इस संबंध में क्या कार्यवाही की जा रही है ?

पेट्रोलियम और रसायन मंत्री (श्री एस. एम. गुरुपदस्वामी) : (क) रोहड़ू में एल. पी. जी. डिस्ट्रीब्यूटरशिप हिमाचल प्रदेश राज्य नागरिक आपूर्ति निगम को प्रदान की गई है और रोहड़ू तहसील कोआपरेटिव यूनियन लिमिटेड द्वारा इसका प्रबंध किया जा रहा है।

(ख) इंडियन आयल कारपोरेशन को ऐसी कोई शिकायत प्राप्त नहीं हुई है ;

(ग) प्रश्न नहीं उठता ।

Fuel efficiency of A-320 aircrafts

1532. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact as per the terms of the manufacturers, V-2500 engine powered A-320 Airbus would be consuming 10 per cent less fuel in comparison to other aircrafts offered to Indian Airlines;

(b) whether the fleet of A-320 Airbus were found to be conforming to the fuel efficiency standard specified by the suppliers; and

(c) what are the details of compensation Indian Airlines would be entitled to in the event of any deviation in fuel efficiency standard?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) to (c) According to the techno-economic analysis of the Airbus A-320 aircraft carried out by the Indian Airlines, the Airbus A-320 aircraft fitted with V-2500 engine would consume 19.06 per cent less

fuel than the Boeing 757 aircraft fitted with Rolls Royce engine over a stage of 600 kms, the average sector length to be operated by the new aircraft.

M/s International Aero Engines (IAE), manufacturers of the V-2500 engine had given a guarantee to Indian Airlines that V-2500 engine would be 7 per cent more fuel efficient as compared to the CFM 56-5, the alternate engine available on Airbus A-320 aircraft. It is understood from Airbus Industries that the differential between the two engines is less than 7 per cent. Indian Airlines has approached international Aero Engines to prove compliance of the fuel consumption guarantee.

According to the agreement, any shortfall in the fuel consumption guarantee should be compensated by the International Aero Engines.

Dual policy of Indian Airlines in regard to payment of compensation to Indian and foreign passengers

1533. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Indian Airlines follows a dual policy in the payment of compensation to the accident victims in as much as rates of compensation are different in respect of Indian and foreign passengers;

(b) if so, what are the details of the prevailing rates applicable to respective categories of passengers with justification therefor; and

(c) whether Air India also follows similar policy?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) Indian Airlines does not make any distinction between passengers based on nationality while giving compensation to accident victims. The quantum of compensation payable is governed by the Indian Carriage by Air Act, 1972. In respect of international carriage, compensation is governed by the Warsaw Convention and the Hague Protocol. In respect of domestic carriage, the Act provides for minimum compensation of Rs. 2 lakhs for passengers aged of 12 years and above and Rs. 1 lakh for passenger below 12 years of age. Indian Airlines has, with effect from the 1st of October, 1989, voluntarily agreed to pay compensation of Rs. 5 lakhs and Rs. 2.50 lakhs to the passengers of 12 years and above and passenger below 12 years of age, respectively.

(c) For international carriage, Air-India pays compensation of US Dollars 1,00,000 per passenger. For non-international carriage, Air-India has agreed that the limit of liability shall be Rs. 5 lakhs if the passenger is 12 years and more and Rs. 2.5 lakhs if the passenger is below 12 years of age, on the date of accident.

Procurement of A-320 Airbus

1534. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the decision for procurement of A-320 Airbus was taken by Government following due analysis and examination of various bids of other aircraft body and engine manufacturers, by incumbent experts from technical and financial wings of Indian Airlines and the concerned Ministries;

(b) what are the names and the designations of those experts who were involved in the bid examination work; and

(c) what are the names of other bidders who had participated in the bid?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) to (c) While selecting B-757 aircraft in June, 1984, Indian Airlines had evaluated and compared the following aircraft:—

1. Airbus A30084
2. Airbus A310-200
3. Boeing 757-200